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IN REPLY REFER TO

AGAM-P (M) (22 Apr 68) FOR OT RD 681183

30 April 1968

SUBJECT: Operational Report - Lessons Learned, Headquarters, 815th
Engineer Battalion (Const), Period Ending 31 January 1968 (U)

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Kenneth G. Wickham

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

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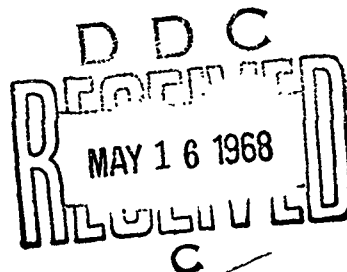
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HEADQUARTERS
815TH ENGINEER BATTALION (CONSTRUCTION)
APO 96318

EGCD-OP

31 January 1968

SUBJECT: Operational Report - Lessons Learned (RCS CSFOR-65) for
Quarterly Period Ending 31 January 1968.

THRU: Commanding Officer
937th Engineer Group (Combat)
APO 96318

Commanding General
18th Engineer Brigade
ATTN: AVBC-C
APO 96377

Commanding General
United States Army Engineer Command, Vietnam
ATTN: AVCC-FO
APO 96491

Commanding General
United States Army Vietnam
ATTN: AVGC-DH
APO 96307

Commander-in-Chief
United States Army Pacific
ATTN: GPOP-OT
APO 96558

TO: Assistant Chief of Staff for Force Development
Department of the Army (ACFOR DA)
Washington, D.C. 20310

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SUBJECT: Operational Report - Lessons Learned (RCS CSFOR-65) for
Quarterly Period Ending 31 January 1968

31 January 1968

SECTION 1 - SIGNIFICANT UNIT ACTIVITIES

1. COMMAND

a. Mission:

- (1) To provide operational support as directed.
- (2) To carry out construction as directed.
- (3) To operate and secure Cornell Quarry, Pleiku, RVN.
- (4) To operate and secure former RMK facilities, Pleiku, RVN.

b. Organization:

(1) The following units were assigned or attached to the battalion during the reporting period:

<u>UNIT</u>	<u>TOE</u>
102nd Engineer Company (CS)	5-114D
643rd Engineer Company (PL)(CS)	5-177D
49th Engineer Detachment (WD)	5-500C

(2) A chart showing the battalion organizational structure is attached as Inclosure 1.

c. Command Relationships: The 815th Engineer Battalion (Construction) is attached to the 937th Engineer Group (Combat) and has a conventional relationship with its parent unit.

2. PERSONNEL ADMINISTRATION, MORALE AND DISCIPLINE

a. Personnel: The average present for duty strength of the battalion and its attached units remained within the range of 82.3 to 93.0 percent with an average of approximately 88.0 percent during the reporting period.

b. Morale and Discipline:

(1) Morale was high during this quarter due to increased cantonment facilities. For example, during the reporting period a new PX was built in the unit area. The battalion has about 98 percent of its personnel in barracks at this time. The R & R program has been fully utilized.

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(2) Disciplinary problems during this period were limited largely to traffic offenses and off-limits and curfew violations. These violations were caused principally by new or replacement personnel. There are few second offenders. During this report period, there were one summary and twelve special courts-martial.

(3) The battalion movie projector and screen were placed in a maintenance tent, providing a much improved facility. Three other movies are located within walking distance. Central Engineer Hill Officer, NCO, and EM Clubs were established and continued improvement is evident.

(4) There are one Catholic and two Protestant Services on Sunday mornings and both Catholic and Protestant Services on Sunday evenings. Jewish personnel and those of other religious sects are provided information regarding and the opportunity of attending their own services when available. A weekly Protestant Bible Study Class is conducted every Wednesday evening. In addition to his counseling periods each morning and evening, the Battalion Chaplain visits the job sites almost daily.

(5) A A & R program is in progress. Each company has a volleyball and a basketball court, both of which are in daily use. One of the courts is equipped with lights. The day rooms in all companies are almost completely equipped. The companies continued to receive both magazines and paperback books on a regular basis.

3. INTELLIGENCE AND COUNTERINTELLIGENCE:

The battalion has continued processing of the required personnel security clearances during this report period. Spot reports have been submitted on all verified and probable enemy contacts. Daily liaison was made with S-2 section, 937th Engineer Group (Combat), for current local intelligence data, and daily briefings were held in the battalion TOC for company operations personnel and representatives of the principal battalion staff sections.

4. PLANS, OPERATIONS AND TRAINING

a. General:

(1) During this report period primary emphasis was placed on the earthmoving and horizontal construction capabilities of the battalion. Vertical construction continued on projects in the immediate Pleiku area and at Dragon Mountain Base Camp.

(2) The 815th Engineer Battalion (Construction) assumed responsibility for the An Khe to Pleiku Pipeline on 22 December 1967 with the assignments of the company headquarters and the 1st platoon of the 643rd Engineer Company (Pipeline)(Construction Support), which were transferred from the 299th Engineer Battalion (Combat). In addition, the

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2nd Platoon was transferred from the 84th Engineer Battalion (Construction) effective 15 January 1968. The 3rd Platoon remains attached to the 497th Engineer Company (Port Construction), located at Cam Ranh Bay. No problems were encountered in the transfer of this unit.

b. Operational Support: No combat support missions were assigned this unit, although continuous equipment and equipment operators support was given to other battalions of the 937th Engineer Group (Combat) for their assigned missions. The following Minimum Essential Requirements (MER) have been undertaken by this unit during the report period;

(1) MER - 355th Aviation Company. Construction of three CH-54 (Sky - Crane) revetments was 80 percent completed. Individual revetments measure 80' x 35' x 11' and are based on design furnished by U. S. Army Engineer Command, Vietnam (Provisional). Other facilities provided include one 3 - hole latrine, one 10 - hole latrine, one 3 - head shower and one 8 - head shower.

(2) Water Wells. At the Plei Me Special Forces Camp, a well was completed providing nine gallons of water per minute. Water depth is 55' in an 172' deep well. Drilling is underway at the Ben Het Special Forces Camp.

c. Construction: During this report period the following projects were completed or in progress:

(1) Lines of Communications (LOC) Maintenance and Upgrading. Present project scope entails the upgrading of approximately 30 miles of national roads QL14 from Artillery Hill to Dragon Mountain and QL19 from Pleiku through Mang Giang Pass to the 937th Group AO boundary. Work has involved realignment, filling or cutting to grade, subbase and base course preparation, and paving with asphaltic concrete in accordance with 18th Engineer Brigade specifications. Included also is approximately two miles of Pleiku city streets which were paved by this unit after preparation by the Ministry of Public Works (MPW). As of the end of this report period, 14.5 miles of highway had been surfaced with 24' pavement, including virtually all of the QL14 section. Work is continuing on QL19, and shoulders are being widened along most sections of roadway.

(2) Construction and Operation of Connell Quarry. Rock production for the report period averaged 1100 CY per day. Approximately 925 CY per day were issued for LOC and other roadway upgrading programs, hardstands and other construction projects, asphaltic concrete and Portland Cement Concrete. Approximately 15,00 CY of 3" and over 10,000 CY of rock were on hand as of the end of the report period. Due to the movement of the quarry working face to an area closer to the crusher site, the perimeter was relocated to provide tighter security and better fields of fire. The construction of eight bunkers and three towers was required to provide improved facilities. Sixteen defensive positions are normally occupied.

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(3) Ammo Supply Point. This project, which was started before the last monsoon season, was resumed in December 1967. The upgrading of all access and interior roads was scheduled to include paving with asphaltic concrete. Also included was the construction of 13 each earth berms around M8A1 storage pads. During the report period approximately five miles of roadway was prepared for surfacing and paving was begun. Berms were 90 percent completed with approximately 85,000 cubic yards of earth hauled. Construction continues on drainage facilities and on security fencing and lighting.

(4) Pipeline - An Khe to Pleiku. With the transfer of the 643rd Engineer Company (PL)(CS) from the 299th Engineer Battalion (Cbt), this unit assumed responsibility for the completion of approximately 53 miles of 6" pipeline. Six pump stations are required, each consisting of four 4 inch - 4 stage centrifugal pumps connected in series, plus associated facilities. An operations building (20' x 80'), the tower for a fuel supply tank, a latrine and the concrete pad for mounting the pumps have already been provided at each station, along with security fencing. Work encompassing the above project scope was 90 percent complete as of the end of this report period. Work continues on the pipeline, to include the repair of sections damaged by enemy action. The completion of the pump station is awaiting receipt of the necessary parts.

(5) 50 Thousand Barrel Tank Farm at Pleiku. Five 10,000 BBL storage tanks were constructed in the vicinity of the Log Depot Complex. Associated facilities completed include a 20' x 40' administration building, a 250 BBL fuel tank, earth fill berms around each tank, and access roads connecting all areas of the project. Work continues on testing of the 10,000 BBL tanks and the construction of the tank farm manifold, the truck fill station, and security lighting. Plans are underway for the asphaltic concrete paving of the principal access road, which will be heavily trafficked.

(6) Taxiway Repair - Pleiku Airbase. Certain portions of the existing taxiway at New Pleiku airfield had deteriorated beyond normal repair procedures as the result of moisture in the subgrade. Eighteen hundred SY of deteriorated pavement, to include the base and subbase to a depth of eight feet, was removed. The base and subbase were replaced with select fill and the area was paved with three inches of asphaltic concrete.

(7) Christmas Tree Heliport - Camp Holloway. The laying of 726,400 SF of M8A1 matting over an asphalt sealed base was completed. The facility provides 70 parking pads, a 1650 foot runway, and four 722 foot and two 672 foot taxiways. Aircraft revetments, a fixed lighting system, and interior roads remain to be completed.

(8) Dragon Mountain Support and Service Facilities. A number of projects are currently in progress at the 4th Infantry Division Base Camp. Included is 23,718 SF of maintenance space. This is being provided in 13 separate standard maintenance buildings (26' x 13' bay width). A total of 70 bays are under construction, with individual buildings varying from three to eight bays. Another facility under construction is an 80' x 250' service club, which was approximately 60 percent complete at the end of the report period.

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(9) US Army Communications Center - MACV. Work is continuing on the installation of two 60 KW generators, the air conditioning system, and electrical panels for this facility.

(10) Dragon Mountain Expansion Project. In connection with an extension of the perimeter and defensive line at the 4th Infantry Division Base Camp by divisional engineers, this unit constructed 5.2 miles of new roadway, cut a similar amount of drainage ditches, and assembled 1850' of culvert. Eight 36" x 60' culverts, 12-48" x 60' culverts, and 13-24" x 50' culverts were placed and 41 concrete headwalls were formed and placed. Project was completed during this report period.

(11) Roads, Hardstands, and Heliport - 71st Evacuation Hospital. Work was also completed on this project, to include all required surfaced areas, related drainage facilities, and a permanent heliport lighting system. Construction included all earthwork and 13,000 SY of 2 1/2" asphaltic concrete pavement.

(12) USAF Munitions Storage. The paving of approximately 3000 LF of 24' roadway with 2 1/2" of asphaltic concrete was completed in the munitions storage area at Pleiku Airbase.

(13) Roads and Hardstands - Log Depot. Work continued on the upgrading and paving of 34,700 LF (24' wide) of interior and exterior roadway in the Log Depot complex. On completion hardstands will include 75,000 SY of M8A1 - surfaced open storage areas to accommodate a Truck Terminal Park (TTP), a motor pool, and open storage in the Class I and Class II & IV areas. The latter two areas are adjacent to covered storage for the same class supplies. Two other hardstand areas scheduled for construction are direct support maintenance hardstands (16,200 SY) and the Collection, Classification, and Salvage (CC&S) yard (12,000 SY).

(14) Installation Storage Warehouses, DS Maintenance Facility, and Interim Reefer Complex - Log Depot. The following storage warehouses were constructed by this battalion: two 40' x 200' and one 40' x 100' Pascoe prefabricated metal buildings in the Class IV area (96 percent complete - accepted for maintenance responsibility by Pacific Architects and Engineers); four 40' x 100' Pascoe buildings in the Class II & IV area (92 percent, lacking only doors, hardware and electrical work); and six 40' x 100' Pascoe buildings in the Class I area (also 92 percent complete with same deficiencies).

In the DS Maintenance area, two 40' x 200' and one 40' x 100' Pascoe building, plus one 20' x 50' tropical type building were completed and are in use. Concrete pads for 24 - 1600 cubic foot portable reefers (cold storage) were completed, and work continues on the open sheds to cover these reefers.

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(15) MACV Press Camp. Work was undertaken and completed during this report period to provide facilities for the press corps when at Pleiku. Project included a 20' x 350' building of modified tropical design to house the administrative office, sleeping quarters, club, and EM billets. Three hundred and fifty SF of MER showers and latrines were also provided, as were the necessary drainage and access road.

5. LOGISTICS

a. The Engineer Class IV yard of this Battalion handled an average of 75 tons of issued and received materials per day. This included bulk totals of 50,000 bags of cement, 12,000 barrels of asphalt products; and approximately three million board feet of lumber received. In addition, about 1500 separate items of engineer supplies were received, stored and issued by the S-4 section. Other battalions and separate units, ARVN Engineers, and various civic actions programs received continued support. Civic action support included distributing empty asphalt barrels, salvaged lumber and dunnage, and cement. Local nationals were given the job of placing spilled cement from broken bags into empty sand bags. Cement was given away at the rate of one bag for every four bags salvaged.

b. The battalion Pre-Fab shop, staffed by 32 Vietnamese and one NCOIC, completed a total of 53 work requests during the report period, using approximately one million board feet of lumber. Such items as bunkers, panel doors, standard buildings, and tent kits were prefabricated by this crew. A 12 man rebar forming shop was established in the Class IV yard. Plans and specifications are forwarded to the Prefab Shop NCOIC who supervises the forming of any desired size, dimension and configuration.

c. Certain items of electrical and plumbing supplies continued to be in critical shortage, especially duplex receptacles, toggle switches, circuit breakers, small valves and couplings. Efforts were made to alleviate shortages by direct contact with the Qui Nhon Depot and by furnishing transportation to haul critical items as necessary.

d. The battalion maintenance program was successful in maintaining the critical deadline rate at about five percent, while the overall deadline rate averaged about three percent. A major problem in the maintenance area was a shortage of filters, both air and oil, for major items of equipment. Although the air filter problem became less acute toward the end of the period, a lack of oil filters forced some vehicles to go 3 to 5 oil changes without a filter change. An anticipated problem area is the shortage of tires for 290M tractors and attached scrapers. These items are presently due out from the Direct Support Unit (DSU) which supports this battalion.

6. FORCE DEVELOPMENT: None

7. COLMAN MANAGEMENT: None

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8. INSPECTOR GENERAL: None

9. INFORMATION: A vigorous public information program continues to be emphasized by this battalion, working through the 937th Engineer Group IO. Releases which reflect significant levels of achievement on unit work projects, or reports on unusual incidents and enemy contacts, were submitted to in-country military publications. Hometown news releases were prepared on all promotions, reenlistments, awards and other newsworthy events.

10. CIVIC AFFAIRS: The civic action program of this unit was expanded during this report period to include participation in the "MEDCAP" program. The Battalion Surgeon, along with two or three medics, made weekly trips to several Montagnard villages in the Pleiku area, providing first aid and medical treatment to the villagers and giving instructions and medical supplies to the local medics. During the middle of this period, the MEDCAP team visited as many as twelve Montagnard villages per week. Work continues in several villages to help the people construct and repair wells, dispensaries, schools dwellings, bunkers, and fences. The Pleiku Province Hospital was assisted in providing a well, sidewalks, and power and water distribution facilities. An orphanage was also the recipient of aid, and children were brought into the unit's cantonment area on two occasions, once during the Christmas season. Protestant chapel offerings continued to be donated to the Leprosarium by the Christian Missionary Alliance.

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SECTION 2, PART I - OBSERVATIONS (LESSONS LEARNED)

1. PERSONNEL

ITEM: Infusion Program.

DISCUSSION: During November 1967 this unit experienced difficulty in effecting the infusion program. The principal problem was insufficient notification regarding new personnel arrival times. In one instance, information was received at 1700 hours that approximately 175 personnel would be incoming the following day. Many individuals arrived without orders and/or personnel records. Individual assignment to Group required further assignment to this battalion, which caused excessive delay in EDCSA.

OBSERVATION: Maximum emphasis on the preliminary planning phase of an infusion program is essential for smooth operation. An objective should be to issue orders at battalion level reassigning personnel to other battalions. This would relieve some of the delay time in EDCSA.

2. OPERATIONS

ITEM: Non - Availability of Chicago Pneumatic Track Drill Parts.

DISCUSSION: Certain parts for this unit's Chicago Pneumatic Track Drill, such as striker bars, collars, bits, etc, were not available, while similar parts for the Joy wagon drill were in abundant supply. The hammer from a wagon drill was modified by welding a steel plate to the rails of the track drill.

Hammers from Worthington or Ingersoll Rand wagon drills can be modified in the same manner. By this modification the mobility of the track drill has been maintained and the shortage of parts has been overcome.

OBSERVATION: The adaptation of the hammer from a Joy wagon drill to a Chicago Pneumatic Track Drill can be made successfully. Such a drill has been in operation for three months with no problems encountered.

ITEM: Placing of Petroleum Pipeline in Rice Paddies.

DISCUSSION: This unit is responsible for the construction and maintenance of several miles of 6" pipe located in rice paddies. When

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the paddies are flooded during the monsoon season, the repair of breaks or leaks in coupled line became difficult. Moving replacement pipe across flooded areas presented problems, and some sections of pipe became completely submerged, requiring the elevation of the pipe in order to make necessary repairs. It has been found that welded pipe in such areas is superior to coupled pipe, in that breaks or leaks are far less frequent.

OBSERVATION: All petroleum pipelines placed in potentially inundated areas should be welded instead of being coupled.

ITEM: Pipestands for a Single Petroleum Line.

DISCUSSION: For elevating or leveling sections of pipeline, standard pipestands made with 2"x4" lumber proved to be hard to maintain over extended periods of time, due primarily to the adverse weather conditions that exist in most of Vietnam. For this reason, an acceptable field expedient pipestand was needed. The pipestand must be stable enough not to sink or slip sideways when the petroleum product is being pumped through the line. It was found that damaged pipe and U-shaped metal pickets could be effectively used for this purpose. The damaged pipe is cut into 2' lengths, stacked (perpendicular to the axis of the pipeline) to the desired height, and retained in a vertical plane by four steel pickets. The tops of the pickets on both sides of the pipeline are secured with heavy duty wire.

OBSERVATION: Field expedient pipestands made from damaged pipe and U-shaped pickets have proved to be highly durable. There has been no noticeable sinking or horizontal slippage when the product is being pumped through the pipeline.

ITEM: Assembly of Corrugated Metal Pipe

DISCUSSION: After extended storage, the outer sections in a bundle of corrugated metal pipe (CMP) have a slightly larger diameter than the inner sections. The diameter will vary according to a section's location in the bundle. The bolt holes of sections with different diameters are hard to align for assembly. This problem can be avoided by laying out one complete bundle of pipe, in order, from the outermost section to the innermost section. Next, sections of pipe from the corresponding location in a second bundle can be placed on top of the original sections. Bolt holes now can be aligned

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easily. This system will yield a culvert very slightly larger at one end than the other. For culvert longer than 40', which require more than two bundles of CMP, the sections should be assembled as described above, then joined by section.

OBSERVATION: The alignment of bolt holes for the assembly of corrugated metal pipe can be accomplished easily by mating sections of pipe with similar diameter, in the order that they are stacked in storage bundles.

ITEM: Scaler for Steel Petroleum Tanks

DISCUSSION: In the erection of 10 MBBL tanks by this unit, it was found that the sealing compound included in the tank kit (manufactured by Bishop, Farm - Right Implement Co., and Columbian) was unsuitable for sealing the tank seams. This scaler becomes very thick and unworkable when stored for extended periods of time, and does not provide an adequate seal. Another type of sealing compound, FSN 8030-598-4502, was ordered to complete the job. Rescaling the tanks with the new scaler over the old compound was not feasible. The old type flaked off the seams when the new scaler was applied. It was therefore necessary to remove the old scaler with a wire brush before applying the new type compound. The only problem encountered with the new type scaler was that the packing included no instructions on mixing or application procedures.

OBSERVATION: The scaler that is included in 10 MBBL petroleum tank kits is unsuitable and should not be used. Sealing compound, FSN 8030-598-4502, should be ordered by the erecting unit for sealing tank seams. If possible, this new type scaler should be included in the tank kits before shipment, and in any case should include instructions for mixing and application.

ITEM: Fastening Civilian Concrete Mixing Unit to M54A2 Cargo Chassis.

OBSERVATION: The acquisition from RMK assets of three civilian transit mix trucks (Reo model E-432-C) greatly enhanced the unit's capabilities. However, the chassis of one of the civilian trucks became unrepairable due to non-availability of repair parts. To remedy the situation, the mix unit, a Challenge truck mixer, model M55, and pony engine were transferred to a M54A2 cargo chassis. Using the mountings from the batching unit, no extraordinary adaptation was needed, since the batching unit frame is the same width as the M54A2

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cargo chassis. The mountings were simply cut from the chassis of the Reo truck and welded to the M54A2. U-bolts from the civilian unit were attached to provide more stability. While the transfer is not difficult, there are cautions that should be observed. The mix unit is a slight overload for the truck, the center of gravity is 4" higher than on the civilian truck, and the front end is somewhat light for the load being carried.

OBSERVATION: With slight modification a M54A2 cargo chassis can be satisfactorily converted to carry a civilian transit mix unit.

ITEM: Loading Asphaltic Products

DISCUSSION: This unit was faced with the problem of contriving and implementing a fast and simple method of redraining 55 gallon drums to load asphalt distributors. A trench was excavated to accommodate a 14'x6'x6' asphalt melter. The top of the melter was covered with a heavy grating and the trench back-filled on three sides flush with the top of the grating. The fourth side was left open so that a hot oil heater could be connected to the melter's tank. With this arrangement, several barrels of asphalt could be rolled onto the grating at one time and emptied into the melter. Using the distributor's suction pump, the distributor tank could be loaded in ten minutes or less. The addition of ditching, an asphalt walk around the melter, and a roof over the structure would make the site useable even during the monsoon season.

OBSERVATION: Using a melter below ground level in conjunction with an asphalt distributor's suction pump is a satisfactory method of loading distributors. It cuts loading time and eliminates the necessity of lifting barrels above truck height to load.

3. LOGISTICS

ITEM: Field Expedient Packing for Hydraulic Cylinders.

DISCUSSION: A field expedient packing method was needed for the blade lift cylinder, tilt cylinder, and steering cylinder on both Clark 290M tractors and Caterpillar D7 dozers. This unit found that the coated nylon cord found in the tabless tire repair kit, FSN 4910-922-6921 could well serve this purpose. The FSN for the cord is 4910-922-6915. To install the cord in the cylinder, place two to four wraps of cord around the r.m. and replace the packing gland.

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OBSERVATION: This unit has equipment which has operated up to seven months using this expedient packing without any problems.

ITEM: Substitute Starter for Joy 250 CFM Compressor.

DISCUSSION: Because replacement starters for Joy 250 CFM air compressors were not available, an alternate type starter was needed. The starter for a 5 ton truck (multifuel), FSN 2920-574-7626 was installed as a substitute. The only modification required is the installation of longer lead wires to the starter terminals.

OBSERVATION: No problem has been encountered in using 5 ton truck starters on Joy air compressors.

ITEM: Accessory Parts for Prefabricated Metal Building.

DISCUSSION: This unit has experienced difficulty in receiving complete erection sets for (FASCOE) prefabricated metal buildings. Moreover those sets that were received complete contained only the exact number of bolts, nuts, washers, anchor bolts, etc, and a minimal quantity of caulking compound. Delay in the erection of these buildings was often a result. In order to preclude unnecessary delay in erection an immediate inventory should be conducted on receipt of a building to determine which parts are missing. A more long-range solution would be to include a 10 to 15 percent excess of the above mentioned accessory items in the building kits.

OBSERVATION: A complete inventory of all parts, to include bolts & nuts and all other fasteners, is of the utmost importance prior to construction of a steel prefab building. An effort should also be made to keep on file all plans and packing lists for all types of prefab building likely to be erected by the unit.

4. TRAINING AND ORGANIZATION:

None

5. INTELLIGENCE

None

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SECTION 2 - PART II - RECOMMENDATIONS

None

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as

Ames S. Libro, Jr.

AMES S. LIBRO, JR.
LTC, CE
Commanding

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SUBJECT: Operational Report - Lessons Learned (RCS CSFOR-65), for Quarterly
Period Ending 31 January 1968

DEPARTMENT OF THE ARMY, HEADQUARTERS, 937TH ENGINEER GROUP (COMBAT), APO
96318, 23 February 1968

TO: Commanding General, 18th Engineer Brigade, ATTN: AVBC-C, APO 96377

1. The subject report, submitted by the 815th Engineer Battalion
(Construction), has been reviewed and is considered to be an excellent and
accurate report of organizational activities.

2. I concur with the observations and recommendations of the Battalion
Commander.

WILLIAM J. TALBOTT
Colonel, CE
Commanding

AVBC-C (31 Jan 68) 2nd Ind CPT Ellegood/wd/DBT-163
SUBJECT: Operational Report - Lessons Learned (RCS CSFOR-65), for Quaterly
Period ending 31 January 1968.

Headquarters, 18th Engineer Brigade, APO 96377 337

TO: Commanding General, U.S. Army Engineer Command, Vietnam (Prov)
ATTN: AVCC-P&O, APO 96491

1. The Operational Report - Lessons Learned of the 815th Engineer Battalion (Const) has been reviewed by this Headquarters and is considered to be an excellent account of the activities of the Battalion for the reporting period ending 31 January 1968.

2. The comments of the Battalion Commander are concurred with.

Harold J. St Clair
HAROLD J. ST CLAIR
Colonel, CE
Deputy Commander

19
AVCC-PHO (31 Jan 68) 3rd Ind
SUBJECT: Operational Report-Lessons Learned (R'S CSFOR-65) for Quarterly
Period Ending 31 Jan 68

HEADQUARTERS, UNITED STATES ARMY ENGINEER COMMAND
VIETNAM (PROV), A O 96491 15 MAR 1968

TO: Commanding General, United States Army Vietnam, ATTN: AVHCC-DST
APO 96375

The attached ORLL, submitted by the 815th Engineer Battalion (Const),
has been reviewed by this headquarters and is considered adequate.

FOR THE COMMANDER:

John Thronick ILT, AGC
for RICHARD B. BIRD
Captain, AGC
Assistant Adjutant General

AVHCC-DST (31 Jan 68)

4th Ind

18 MAR 1968

SUBJECT: Operational Report - Lessons Learned (RCS CSFOR-65) for
Quarterly Period Ending 31 January 1968.

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96375

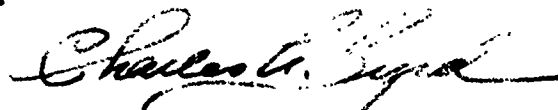
TO: Commander in Chief, United States Army, Pacific, ATTN: GPOF-DT,
APO 96558

1. This headquarters has reviewed the Operational Report-Lessons
Learned for the quarterly period ending 31 January 1968 from Headquarters,
815th Engineer Battalion (Construction) (WCW3AA) as indorsed.

2. Concur with report as indorsed. Report is considered adequate.

3. A copy of this indorsement will be furnished to the reporting
unit through channels.

FOR THE COMMANDER:



CHARLES A. BYRD
Major, AGC
Assistant Engineer

Copies furnished:

HQ, USAECV (P)

HQ, 815th Engr Bn (Const)

31
GPOP-DT (31 Jan 68) 5th Ind

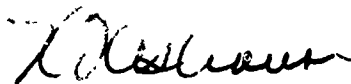
SUBJECT: Operational Report of HQ, 815th Engr Bn (Const) for Period
Ending 31 January 1968 (RCS CSFOR-65)

HQ, US Army, Pacific, APO San Francisco 96558 29 MAR 1968

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

This headquarters has evaluated subject report and forwarding indorse-
ments and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:

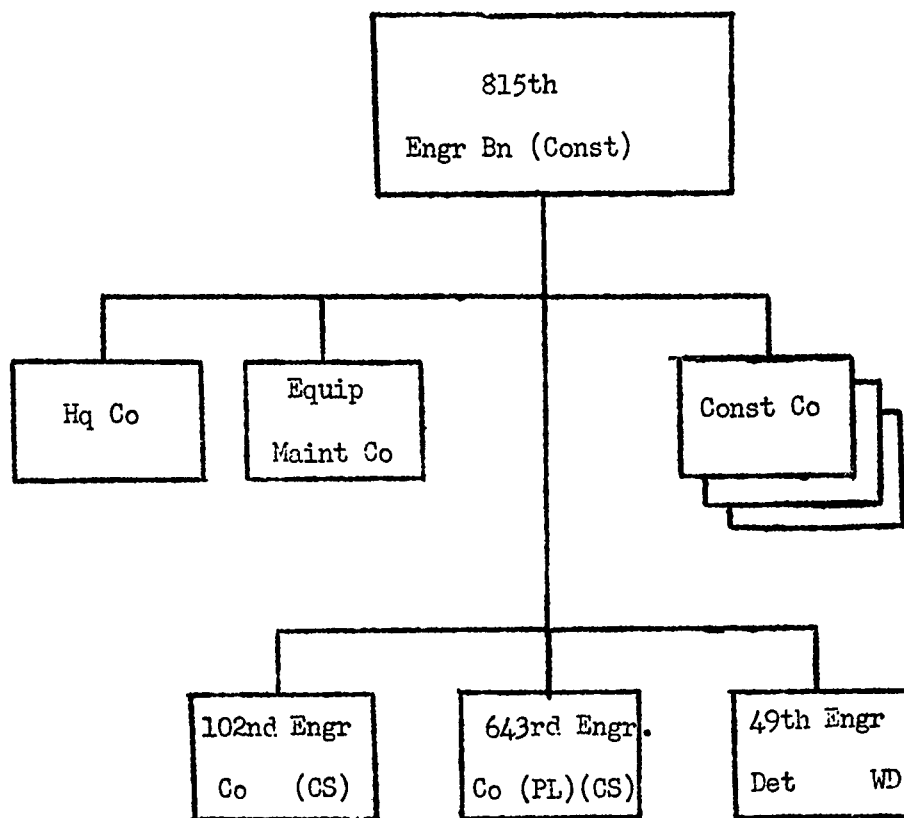


K. F. OSBOURN
MAJ, AGC
Asst AG

23.

FOR OFFICIAL USE ONLY

815TH ENGINEER BATTALION (CONSTRUCTION)
Organizational Chart



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Incl 1.

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CO, 815th Engineer Battalion (Const)			
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